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In re the application of : Akira AKABANE

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For: ELECTROMAGNETIC FUEL INJECTION VALVE AND PROCESS FOR
PRODUCING THE SAME

VERIFICATION OF TRANSLATION

Honorable Commissioner
Alexandria, VA 22313-1450

Sir:

The undersigned Chiyoko Nozawa, residing at c/o Ochiai & Co., TO Building, 6-3, Taito 2-chome, Taito-ku, Tokyo, Japan, declares:

- (1) that she knows well both the Japanese and English languages;
- (2) that she translated from Japanese to English the priority document of Japanese Patent Application No. 2004-53692 filed on February 27, 2004 of which priority is claimed in the above-identified U.S. Patent Application No. 10/588,961;
- (3) that the attached English translation is a true and correct translation of the basic Japanese Patent application to the best of her knowledge and belief; and
- (4) that all statements made herein of her own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

Dated: October 23, 2008

Chiyoko Nozawa

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[Name of Article]	Claims 1
[Name of Article]	Specification 1
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[Name of Article]	Abstract 1

[TITLE OF THE DOCUMENT] CLAIMS

[Claim 1]

An electromagnetic fuel injection valve comprising a valve member (20) which is contained in a valve housing (8) having a valve seat (13) at a front end thereof and is spring-biased in a direction in which said valve member (20) is unseated from said valve seat (13), a cylindrical movable core (18) having a movable attraction face (41) at a rear end thereof and coaxially connected to said valve member (20), a stationary core (22) having at a front end thereof a stationary attraction face (42) opposed to said movable attraction face (41), and a coil assembly (24) for exhibiting an electromagnetic force for attracting said movable core (18) toward said stationary core (22), so that the contact of said movable attraction face (41) with said stationary attraction face (42) is inhibited, characterized in that a ring-shaped stopper (28) made of a material non-magnetic or magnetic weakly more than said movable core (18) is press-fitted into an inner periphery of the rear portion of said movable core (18); a flat abutment face (51), which is disposed at a location displaced from the flat movable attraction face (41) formed at the rear end of said movable core (18) toward the stationary attraction face (42), is formed at a rear end of said stopper (28) to be able to abut against said stationary attraction face (42); and a slant (52) is formed on an inner periphery of the rear end of said movable core (18) and an outer periphery of the rear end of said stopper (28) to continuously

and smoothly connect said movable attraction face (41) and said abutment face (51) to each other.

[Claim 2]

A process for producing an electromagnetic fuel injection valve
5 according to claim 1, comprising a step of preparing a cylindrical
movable core blank (18') and a ring-shaped stopper blank (28')
for forming said movable core (18) and said stopper (28),
respectively; a step of press-fitting a front portion of said
stopper blank (28') into said movable core blank (18') and fixing
10 said stopper blank (28') to said movable core blank (18'); and
a step of grinding rear portions of said stopper blank (28')
and said movable core blank (18') to form said movable attraction
face (41), said abutment face (51) and said slant (52), the
above steps being carried out sequentially.

[TITLE OF THE DOCUMENT] SPECIFICATION

[TITLE OF THE INVENTION] ELECTROMAGNETIC FUEL INJECTION VALVE
AND PROCESS FOR PRODUCING THE SAME

[TECHNICAL FIELD]

5 The present invention relates to an electromagnetic fuel
injection valve comprising a valve member which is contained
in a valve housing having a valve seat at a front end thereof
and is spring-biased in a direction in which the valve member
is unseated from the valve seat, a cylindrical movable core
10 having a movable attraction face in a rear end thereof and
coaxially connected to the valve member, a stationary core having
at a front end thereof a stationary attraction face opposed
to the movable attraction face, and a coil assembly for exhibiting
an electromagnetic force for attracting the movable core toward
15 the stationary core, so that the contact of the movable attraction
face with the stationary attraction face is inhibited, and a
process for producing such an electromagnetic fuel injection
valve.

[BACKGROUND ART]

20 There is an electromagnetic fuel injection valve already
known from, for example, Patent Document 1, wherein a stopper
is provided on a valve housing in order to avoid the direct
contact of a movable attraction face at a rear end of a movable
core with a stationary attraction face at a front end of a
25 stationary core, when the movable core is attracted toward the
stationary core to unseat a valve member from a valve seat by

an electromagnetic force exhibited by a coil assembly.

[Patent Document 1] Japanese Patent Application Laid-open
No.2002-89400

[DISCLOSURE OF THE INVENTION]

5 [PROBLEMS TO BE SOLVED BY THE INVENTION]

In the arrangement in which the stopper is provided on the valve housing as described above, however, increases in number of parts and number of assembling steps are brought about, which is disadvantageous for a reduction in cost.

10 Therefore, the present applicant has already proposed (in Japanese Patent Application No.2003-79531) an electromagnetic fuel injection valve of an arrangement in which a stopper which is non-magnetic or magnetic weakly more than a stationary core and maintains a suitable air gap between
15 stationary and movable attraction faces by abutment against the stationary attraction face of the stationary core is press-fitted into an inner periphery of a rear portion of a cylindrical movable core, whereby increases in number of parts and number of assembling steps are avoided to provide a reduction
20 in cost.

In the above electromagnetic fuel injection valve proposed, however, a tapered portion is provided on the inner periphery of the rear end portion of the movable core in order to facilitate the press-fitting of the stopper, and there is a possibility
25 that in a state the stopper has been press-fitted into the rear portion of the movable core, chips or a magnetic powder may

enter an annular groove formed by the tapered portion to become deposited therein, and even if a removal cleaning is conducted, the chips or magnetic powder may not be removed completely to exert an adverse influence to the operation of the fuel injection valve.

In addition, a demand is being increased for reducing the size of an electromagnetic fuel injection valve with the employment of such fuel injection valve in a motorcycle. If the diameters of the stationary core and the movable core are set at smaller values in reply to such demand, the area of the movable attraction face is reduced due to the presence of the annular groove, resulting in a possibility that a sufficient attraction force and responsiveness may not be obtained.

The present invention has been accomplished with such circumstances in view, and it is a first object of the present invention to provide an electromagnetic fuel injection valve, wherein the accumulation and deposition of chips and a magnetic powder can be prevented and the area of application of an electromagnetic attraction force to the movable core can be increased substantially, while decreasing the number of parts and the number of assembling steps to provide a reduction in cost. It is a second object of the present invention to provide a producing process suitable for producing such an electromagnetic fuel injection valve.

[MEANS FOR SOLUTION OF PROBLEMS]

To achieve the above first object, according to a first

aspect of the present invention, there is provided an electromagnetic fuel injection valve comprising a valve member which is contained in a valve housing having a valve seat at a front end thereof and is spring-biased in a direction in which
5 the valve member is unseated from the valve seat, a cylindrical movable core having a movable attraction face at a rear end thereof and coaxially connected to the valve member, a stationary core having at a front end thereof a stationary attraction face opposed to the movable attraction face, and a coil assembly
10 for exhibiting an electromagnetic force for attracting the movable core toward the stationary core, so that the contact of the movable attraction face with the stationary attraction face is inhibited, characterized in that a ring-shaped stopper made of a material non-magnetic or magnetic weakly more than
15 the movable core is press-fitted into an inner periphery of the rear portion of the movable core; a flat abutment face, which is disposed at a location displaced from the flat movable attraction face formed at the rear end of the movable core toward the stationary attraction face, is formed at a rear end of the
20 stopper to be able to abut against the stationary attraction face; and a slant is formed on an inner periphery of the rear end of the movable core and an outer periphery of the rear end of the stopper to continuously and smoothly connect the movable attraction face and the abutment face to each other.

25 To achieve the above second object, according to a second aspect of the present invention, there is provided a process

for producing an electromagnetic fuel injection valve, comprising a step of preparing a cylindrical movable core blank and a ring-shaped stopper blank for forming the movable core and the stopper, respectively; a step of press-fitting a front
5 portion of the stopper blank into the movable core blank and fixing the stopper blank to the movable core blank; and a step of grinding rear portions of the stopper blank and the movable core blank to form the movable attraction face, the abutment face and the slant, the above steps being carried out
10 sequentially.

[EFFECT OF THE INVENTION]

With the feature of the first aspect of the present invention, when the movable core has been attracted to the stationary core, the stopper made of the material non-magnetic
15 or magnetic weakly more than the movable core is put into abutment against the stationary attraction face. Therefore, it is possible to maintain a suitable air gap between the stationary and movable attraction faces, and because the stopper is press-fitted into the inner periphery of the rear portion of
20 the movable core, the number of parts and the number of assembling steps can be decreased to provide a reduction in cost. Moreover, by setting the area of the abutment face at a small value to the utmost to decrease the area of contact of the abutment face with the stationary attraction face, it is possible to suppress
25 the adherence of the abutment face to the stationary attraction face and to suppress the wear of the abutment face due to the

contact to enhance the durability. In addition, since the slant is formed on the inner periphery of the rear end of the movable core and the outer periphery of the rear end of the stopper to continuously and smoothly connect the flat movable attraction face and the flat abutment face disposed at the location displaced from the movable attraction face toward the stationary core to each other, an annular groove cannot be formed between the outer periphery of the stopper and the inner periphery of the rear end of the movable core, and hence, it is possible to prevent the entrance and deposition of chips and a magnetic powder to prevent the generation of an adverse influence to the operation of the fuel injection valve due to the chips and the magnetic powder. Further, the area of application of an electromagnetic attraction force to the movable core can be increased substantially by a portion of the slant continuously and smoothly connecting the flat movable attraction face and the flat abutment face to each other, thereby ensuring a sufficient attraction force and a responsiveness despite the reduction in size of the electromagnetic fuel injection valve.

With the feature of the second aspect of the present invention, by forming the movable attraction face, the slant and the abutment face by the grinding after the press-fitting of the front portion of the stopper blank into the rear portion of the movable core, a dust such as chips produced by the press-fitting and the chamfer can be removed by the grinding.

[BEST MODE FOR CARRYING OUT THE INVENTION]

The mode for carrying out the present invention will now be described by way of one embodiment of the present invention shown in the accompanying drawings.

Figs.1 to 4 show one embodiment of the present invention.

5 Fig.1 is a vertical sectional view of an electromagnetic fuel injection valve; Fig.2 is an enlarged view of an area shown by an arrow 2 in Fig.1; Fig.3 is a sectional view for explaining the grinding of a stationary core blank, a non-magnetic cylinder blank and a magnetic cylinder blank; and Fig.4 is a sectional
10 view for explaining the grinding of a movable core blank and a stopper blank.

Referring first to Fig.1, an electromagnetic fuel injection valve for injecting fuel into an engine which is not shown includes a valve section 5 which comprises a valve housing
15 8 having a valve seat 13 at its front end, and a valve member 20 contained in the valve housing and spring-biased in a direction to be seated on the valve seat 13, a solenoid section 6 in which a coil assembly 24 capable of exhibiting an electromagnetic force for driving the valve member 20 in a direction to be unseated
20 from the valve seat 13 is contained in a solenoid housing 25 connected to the valve housing 8, and a covering section 7 made of a synthetic resin which is integrally provided with a coupler 40 faced by connection terminals 38 connected to a coil 30 of the coil assembly 24 and in which at least the coil assembly
25 24 and the solenoid housing 25 are embedded.

The valve housing 8 is comprised of a magnetic cylinder

9 formed of a magnetic metal, and a valve seat member 10 liquid-tightly coupled to a front end of the magnetic cylinder 9. The valve seat member 10 is welded to the magnetic cylinder 9 in a state in which its rear end has been fitted into a front end of the magnetic cylinder 9. The valve seat member 10 includes a fuel outlet bore 12 opening into a front end face of the valve seat member 10, a tapered valve seat 13 connected to an inner end of the fuel outlet bore 12, and a guide bore 14 connected to a larger-diameter portion at a rear end of the valve seat 13, all of which are coaxially provided in the valve seat member 10. An injector plate 16 made of a steel plate having a plurality of fuel injection bores 15 leading to the fuel outlet bore 12 is liquid-tightly welded over the entire periphery to a front end of the valve seat member 10.

15 A movable core 18 forming a portion of the solenoid section 6 is slidably received in a rear portion of the valve housing 8, and the valve member 20 capable of being seat on the valve seat 13 to close the fuel outlet bore 12 is integrally formed at a front end of a valve stem 19 integrally connected to the movable core 18, so that it is guided in the guide bore 14. A through-hole 21 is coaxially formed in a bottomed configuration with its front end closed in the movable core 18, the valve stem 19 and the valve member 20 to lead to the inside of the valve housing 8.

25 The solenoid section 6 includes the movable core 18, a cylindrical stationary core 22 opposed to the movable core 18,

a return spring 23 for exhibiting a spring force for biasing the movable core 18 away from the stationary core 22, the coil assembly 24 disposed to surround the rear portion of the valve housing 8 and the stationary core 22, while enabling the
5 exhibition of an electromagnetic force for attracting the movable core 18 toward the stationary core 22 against the spring force of the return spring 23, and the solenoid housing 25 provided to surround the coil assembly 24 in such a manner that a front end of the solenoid housing 25 is connected to the valve housing
10 8.

The magnetic cylinder 9 of the valve housing 8 is coaxially coupled at its rear end to a front end of the stationary core 22 through a non-magnetic cylinder 26 formed of a material which is non-magnetic or magnetic weakly more than the stationary
15 core 22, for example, a non-magnetic metal such as a stainless steel in the present embodiment. The rear end of the magnetic cylinder 9 is butt-welded to the front end of the non-magnetic cylinder 26, and the rear end of the non-magnetic cylinder 26 is welded to the stationary core 22 in a state in which the
20 front end of the stationary core 22 has been fitted into the non-magnetic cylinder 26.

A cylindrical retainer 27 is coaxially fitted into and fixed to the stationary core 22 by caulking, and the return spring 23 is interposed between the retainer 27 and the movable
25 core 18. A ring-shaped stopper 28 made of a non-magnetic material is press-fitted into an inner periphery of a rear end

of the movable core 18 in such a manner that it protrudes slightly from a rear end face of the movable core 18 toward the stationary core 22 in order to avoid the direct contact of the movable core 18 with the stationary core 22. The coil assembly 24
5 comprises the coil 30 wound around a bobbin 29 which surrounds the rear portion of the valve housing 8, the non-magnetic cylinder 26 and the stationary core 22.

The solenoid housing 25 comprises a magnetic frame 31 which is formed of a magnetic metal in a cylindrical shape
10 surrounding the coil assembly 24 and has at one end an annular end wall 31a opposed to an end of the coil assembly 24 closer to the valve section 5, and a flange 22a overhanging radially outwards from the rear end of the stationary core 22 and opposed to an end of the coil assembly 24 opposite from the valve section
15 5. The flange 22a is magnetically coupled to the other end of the magnetic frame 31. Moreover, a fitting cylindrical portion 31b is coaxially provided on an inner periphery of the end wall 31a of the magnetic frame 31, and the magnetic cylinder 9 of the valve housing 8 is fitted into the fitting cylindrical portion
20 31b. The solenoid housing 25 is connected to the valve housing 8 by fitting the valve housing 8 into the fitting cylindrical portion 31b.

A cylindrical inlet tube 33 is integrally and coaxially connected to the rear end of the stationary core 22, and a fuel
25 filter 34 is mounted in a rear portion of the inlet tube 33. Moreover, a fuel passage 35 is coaxially provided in the inlet

tube 33, the retainer 23 and the stationary core 22 to lead to the through-hole 21 in the movable core 18.

The covering section 7 is formed so that not only the solenoid housing 25 and the coil assembly 24 but also a portion
5 of the valve housing 8 and most of the inlet tube 33 are embedded in the covering section 7, while ensuring that a gap between the solenoid housing 25 and the coil assembly 24 is filled. The magnetic frame 31 of the solenoid housing 25 is provided with a notch 36 for disposing an arm portion 29a integrally
10 formed on the bobbin 29 of the coil assembly 24 outside the solenoid housing 25.

The covering section 7 is integrally provided with the coupler 40 faced by the connection terminals 38 connected to opposite ends of the coil 30 of the coil assembly 24. Base ends
15 of the connection terminals 38 are embedded in the arm portion 29a, and coil ends 30a of the coil 30 are welded to the connection terminals 38.

Referring to Fig.2, the non-magnetic cylinder 26 is coaxially coupled at its front end by butt-welding to the rear
20 end of the magnetic cylinder 9 of the valve housing 8 so as to surround a portion of the movable core 18 having the rear end face serving as a movable attraction face 41. A front portion of the stationary core 22 having a front end face serving as a stationary attraction face 42 is fitted into and fixed in
25 a rear portion of the non-magnetic cylinder 26 in such a manner that the stationary attraction face 42 is oppose to the movable

attraction face 41.

A smaller-diameter fitting portion 22a is coaxially provided in the front area of the stationary core 22 to form an annular step 43 facing forwards around its outer periphery, so that the stationary attraction face 42 is formed at a front end of the smaller-diameter fitting portion 22a. The smaller-diameter fitting portion 22a is fitted into the rear portion of the non-magnetic cylinder 26 until the step 43 abuts against the rear end of the non-magnetic cylinder 26, so that the smaller-diameter fitting portion 22a is in close contact with an inner surface of an intermediate portion of the non-magnetic cylinder 26 in a region corresponding to the stationary attraction face 42. In this state, the stationary core 22 is fixed to the non-magnetic cylinder 26 by welding.

Moreover, an annular recess 44 having a flat portion 44a flush connected to an outer periphery of the stationary attraction face 42 of the stationary core 22 is provided in the inner surface of the non-magnetic cylinder 26 to form an annular chamber 45 between the annular recess 44 and an outer periphery of the rear portion of the movable core 18.

A center bore 46 having an inside diameter larger than an outside diameter of the stationary attraction face 42 is formed in an inner periphery of the non-magnetic cylinder 26 at a location in front of the annular recess 44, and a guide bore 17 having a diameter larger than that of the guide bore 14 in the valve seat member 10 is provided in an inner periphery

of the magnetic cylinder 9, so that it is flush connected to the center bore 46.

On the other hand, the movable attraction face 41 having a diameter substantially equal to that of the stationary attraction face 42 is formed on the rear end face of the movable core 18, but a guide portion 47 is integrally provided on the movable core 18 to overhang sideways from the outer periphery of the movable attraction face 41, so that it is slidably fitted in the guide bore 17.

Referring to Fig.3, to couple the stationary core 22 to the rear portion of the valve housing 8 through the non-magnetic cylinder 26, at first, a cylindrical magnetic cylinder blank 9' a ring-shaped non-magnetic cylinder blank 26' and a stationary core blank 22' having shapes shown by dashed lines in Fig.3, are prepared in order to form the magnetic cylinder 9, the non-magnetic cylinder 26 and the stationary core 22.

The non-magnetic cylinder blank 26' is formed into a cylindrical shape having an inner periphery increased in diameter at three stages in a rearward direction, and the magnetic cylinder blank 9' is formed into a cylindrical shape having an inside diameter corresponding to an inside diameter of a front end of the non-magnetic cylinder blank 26'. Further, the stationary core blank 22' is formed to previously have a front portion of a smaller-diameter tube portion 22a' corresponding to the smaller-diameter fitting portion 22a of the stationary core 22, and an annular step 43 surrounding a base end of the

smaller-diameter tube portion 22a'. The length of protrusion of the smaller-diameter tube portion 22a' from the step 43 is set at a value larger than the length of protrusion of the smaller-diameter fitting portion 22a from the step 43. Moreover,
5 a tapered chamfer 48 is provided around an outer periphery of a front end of the smaller-diameter tube portion 22a'.

Then, the smaller-diameter tube portion 22a' is fitted into the non-magnetic cylinder blank 26', so that the outer periphery of the front area of the smaller-diameter tube portion
10 22a' is in close contact with the inner surface of the intermediate portion of the non-magnetic cylinder 26' already coaxially coupled to the magnetic cylinder blank 9', and in a state in which the rear end of the non-magnetic cylinder blank 26' is in abutment against the step 43, the stationary core blank 22'
15 is fixed to the non-magnetic cylinder blank 26' by welding.

In this case, the operation of fitting the front portion of the stationary core blank 22', i.e., the smaller-diameter tube portion 22a' into the non-magnetic cylinder blank 26' is easy, because the chamfer 48 is provided around the outer
20 periphery of the front end of the smaller-diameter tube portion 22a' at the front portion of the stationary core blank 22', and the non-magnetic cylinder blank 26' is formed into the cylindrical shape having the inner periphery increased in diameter at the three stages in the rearward direction.

25 After the coupling of the stationary core blank 22', the non-magnetic cylinder blank 26' and the magnetic cylinder blank

9' as described above, the front portion of the smaller-diameter tube portion 22' of the stationary core blank 22' is ground to remove the chamfer 48, whereby a flat stationary attraction face 42 is formed, and the inner peripheries of the non-magnetic cylinder blank 26' and the magnetic cylinder blank 9' are subjected to a grinding treatment, whereby an annular recess 44, a center bore 46 and a guide bore 14 are formed.

Referring again to Fig.2, the recess 50 having the annular step 49 facing rearwards at its inner end is provided in the inner periphery of the rear portion of the movable core 18, and the ring-shaped stopper 28 is press-fitted into the recess 50 in such a manner that its front end abuts against the step 49. A flat abutment face 51 is disposed at a location displaced from the flat movable attraction face 41 formed at the rear end of the movable core 18 toward the stationary attraction face 42, and is formed to be able to abut against the stationary attraction face 42 at the rear end of the stopper 28. A slant 52 is formed in a tapered shape or an arcuate shape on the inner periphery of the rear end of the movable core 18 and the outer periphery of the rear end of the stopper 28 to connect continuously and smoothly the movable attraction face 41 and the abutment face 51 to each other.

Referring to Fig.4, to couple the stopper 28 to the movable core 18, at first, a cylindrical movable core blank 18' and a ring-shaped stopper blank 28' having shapes shown by dashed lines in Fig.4 are prepared in order to form the movable core

18 and the stopper 28, respectively.

The movable core blank 18' is formed into a cylindrical shape extending longer rearwards than the movable core 18 to be formed. Provided in an inner periphery of a rear portion
5 of the movable core blank 18' are a smaller-diameter bore 50' corresponding to the recess 50 in the movable core 18 to form an annular step 49 at an inner end, and a larger-diameter bore 53 which is formed at a diameter larger than that of the smaller-diameter bore 50' and which is coaxially connected to
10 a rear end of the smaller-diameter bore 50' and opens into a rear end of the movable core blank 18', so that the smaller-diameter bore 50' is longer than the recess 50. A tapered step 54 is formed between the smaller-diameter bore 50' and the larger-diameter bore 53. On the other hand, the
15 stopper blank 28' is also axially longer than the stopper 28 to be formed, and a tapered chamfer 55 is provided around an outer periphery of a front end of the stopper blank 28'.

Then, the front end of the stopper blank 28' is press-fitted into the smaller-diameter bore 50' in the rear portion of the
20 movable core blank 18', until the front end of the stopper blank 28' abuts against the step 49. In this case, an operation of press-fitting the stopper blank 28' into the smaller-diameter bore 50' in the rear portion of the movable core blank 18' is easy, because the rear end of the smaller-diameter bore 50'
25 is connected to the larger-diameter bore 53 opening into the rear end of the movable core blank 18' through the tapered step

49, and the chamfer 55 is provided around the outer periphery of the front end of the stopper blank 28'.

After press-fitting of the stopper blank 28' into the rear portion of the movable core blank 18', the rear ends of
5 the stopper blank 28' and the movable core blank 18' are ground, whereby a movable attraction face 41, an abutment face 51 and a slant 52 are formed. In addition, the rear portion of the stopper blank 28' and the rear portion of the movable core blank 18' are cut off, and the recess 50 is formed by a portion of
10 the smaller-diameter bore 50'.

Next, the operation of this embodiment will be described below. The front portion of the stationary core 22 is fitted and fixed in the non-magnetic cylinder 26 in such a manner that it is in close contact with the inner surface of the intermediate
15 portion of the non-magnetic cylinder 26 in the region corresponding to the stationary attraction face 42, and the annular recess 44 having the flat portion 44a flush connected to the stationary attraction face 42 is provided in the inner surface of the non-magnetic cylinder 26, so that the annular
20 chamber 45 is defined between the annular recess 44 and the outer periphery of the rear portion of the movable core 18. Therefore, as compared with a stationary core having a chamfer provided around its outer periphery at its front end, it is possible to set the area of the stationary attraction face 42
25 at a large value to the utmost to provide an increase in attraction force. In addition, an annular groove cannot be formed between

the stationary core 22 and the non-magnetic cylinder 26, and the annular chamber 45 is defined between the movable core 18 and the non-magnetic cylinder 26 to surround the outer periphery of the rear portion of the movable core 18. Therefore, even
5 if chips and a magnetic powder are produced, they can be fluidized and thus, can be prevented from being accumulated and deposited.

In addition, the center bore 46 having the inside diameter larger than the outside diameter of the stationary attraction face 42 is formed in the inner periphery of the non-magnetic
10 cylinder 26 at the location in front of the annular recess 44; the guide bore 17 is provided in the inner periphery of the magnetic cylinder 9, so that it is flush connected to the center bore 46; and the movable core 18 provided at its rear end face with the movable attraction face 41 having the outside diameter
15 substantially equal to the that of the stationary attraction face 42 has the guide portion 47 integrally provided thereon to overhang sideways of the outer periphery of the movable attraction face 41, so that the guide portion 47 is slidably fitted into the guide bore 17. Therefore, the attraction force
20 can be further increased by setting the outside diameter of the movable attraction face 41 at the value substantially equal to the outside diameter of the stationary attraction face 42, and moreover, an enhancement in attraction responsiveness can be provided in such a manner that the movable core 18 is guided
25 in the guide bore 17 in the magnetic cylinder 9.

To couple the stationary core 22 to the rear portion of

the valve housing 8 through the non-magnetic cylinder 26, the following steps are carried out sequentially: a step of preparing the cylindrical magnetic cylinder blank 9' and the non-magnetic cylinder blank 26' for forming the magnetic cylinder 9 and the non-magnetic cylinder 26, respectively, as well as the stationary core blank 22' having the chamfer 48 around its outer periphery at its front end for forming the stationary core 22, a step of fixing the stationary core blank 22' to the non-magnetic cylinder blank 26' in a state in which the front end of the stationary core blank 22' has been fitted to come into close contact with the inner surface of the intermediate portion of the non-magnetic cylinder 26' coaxially coupled to the magnetic cylinder blank 9', and a step of grinding the front portion of the stationary core blank 22' so as to remove the chamfer 48, thereby forming the flat stationary attraction face 42, and subjecting the inner peripheries of the non-magnetic cylinder blank 26' and the magnetic cylinder blank 9' to the grinding to form the annular recess 44, the center bore 46 and the guide bore 14.

Therefore, when the front portion of the stationary core blank 22' is fitted and fixed in the non-magnetic cylinder 26', the fitting and fixing operation is easy, because the stationary core blank 22' has the chamfer 48 around the outer periphery at its front end. Moreover, the stationary attraction face 42, the annular recess 44, the center bore 46 and the guide bore 17 are formed by the grinding of the stationary core blank 22',

the non-magnetic cylinder blank 26' and the magnetic cylinder blank 9' and hence, a dust such as chips produced by the fitting and the chamfer 48 can be removed by the grinding.

In addition, the ring-shaped stopper 28 made of a material
5 non-magnetic or weakly magnetic more than the movable core 18 is press-fitted into the inner periphery of the rear portion of the movable core 18. The flat abutment face 51 is disposed at the location displaced from the flat movable attraction face 41, formed at the rear end of the movable core 18 toward the
10 stationary attraction face 42 of the stationary core 22, and is formed at the rear end of the stopper 28 to be able to abut against the stationary attraction face 42. The slant 52 is formed on the inner periphery of the rear end of the movable core 18 and the outer periphery of the rear end of the stopper
15 28 to continuously and smoothly connect the movable attraction face 42 and the abutment face 51 to each other.

Therefore, when the movable core 18 has been attracted to the stationary core 22, the stopper 28 is put into abutment against the stationary attraction face 42. Thus, a suitable
20 air gap can be retained between the stationary and movable attraction faces 41 and 42, and the stopper 28 is press-fitted in the inner periphery of the rear portion of the movable core 18 and hence, it is possible to decrease the number of parts and the number of assembling steps to provide a reduction in
25 cost.

Moreover, by setting the area of the abutment face 51

at a small value to the utmost to reduce the area of contact of the abutment face 51 with the stationary attraction face 42, it is possible to suppress the adherence of the abutment face 51 to the stationary attraction face 42 and to suppress
5 the wear of the abutment face 51 due to the contact to enhance the durability.

Formed on the inner periphery of the rear end of the movable core 18 and the outer periphery of the rear end of the stopper 28 is the slant 52 which continuously and smoothly connects
10 the flat movable attraction face 41 and the flat abutment face 51 disposed at the location displaced from the movable attraction face 41 toward the stationary core 22. Therefore, an annular groove cannot be formed between the outer periphery of the stopper 28 and the inner periphery of the rear end of the movable core
15 18 and hence, it is possible to prevent the entrance and deposition of chips or a magnetic power, thereby preventing the generation of an adverse influence to the operation of the fuel injection valve due to the chips or the magnetic power.

Further, it is possible to substantially increase the
20 area of application of an electromagnetic attraction force to the movable core 18 by a portion of the slant 52 continuously and smoothly connecting the flat movable attraction face 42 and the flat abutment face 51 to each other, thereby ensuring a sufficient attraction force and a responsiveness despite the
25 reduction in size of the electromagnetic fuel injection valve.

In addition, to couple the stopper 28 to the movable core

18, the following steps are carried out sequentially: the step of preparing the cylindrical movable core blank 18' and the ring-shaped stopper blank 28' for forming the movable core 18 and the stopper 28, respectively, the step of press-fitting
5 the front portion of the stopper blank 28' into the movable core blank 18' to fix the stopper blank 28' in to the movable core blank 18', and the step of grinding the rear portions of the stopper blank 28' and the movable core blank 28' to form the movable attraction face 41, the abutment face 51 and the
10 slant 52. Therefore, the dust such as the chips produced by the press-fitting can be removed by the grinding.

Although the embodiment of the present invention has been described, it will be understood that the present invention is not limited to the above-described embodiment, and various
15 modifications in design may be made without departing from the scope of the present invention defined in claims.

[BRIEF DESCRIPTION OF DRAWINGS]

[Fig.1] Fig.1 is a vertical sectional view of an electromagnetic fuel injection valve.

20 [Fig.2] Fig.2 is an enlarged view of an area shown by an arrow 2 in Fig.1.

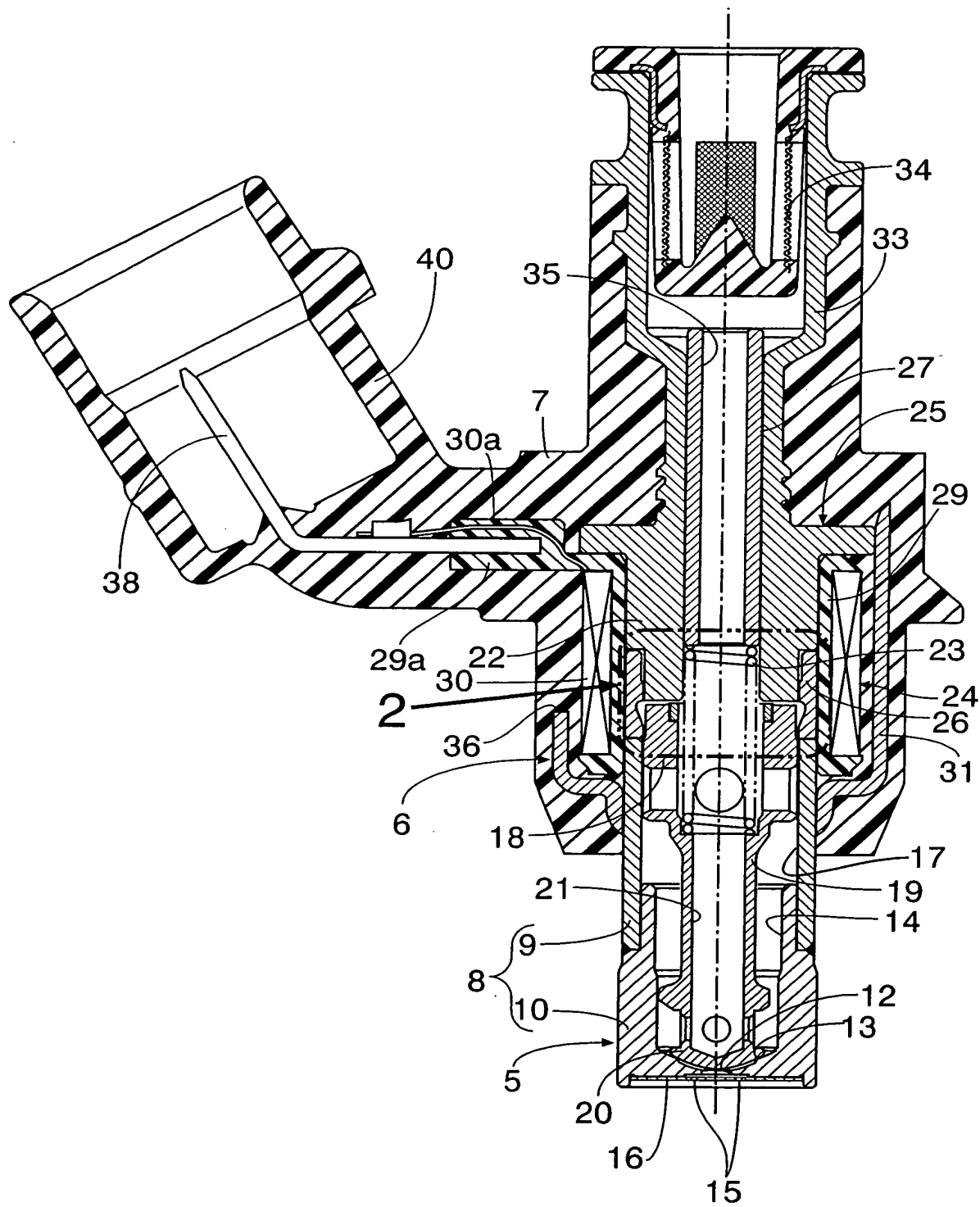
[Fig.3] Fig.3 is a sectional view for explaining the grinding of a stationary core blank, a non-magnetic cylinder blank and a magnetic cylinder blank.

25 [Fig.4] Fig.4 is a sectional view for explaining the grinding of a movable core blank and a stopper blank.

[DESCRIPTION OF REFERENCE NUMERALS AND CHARACTERS]

- 8 . . . Valve housing
- 13 . . . Valve seat
- 18 . . . Movable core
- 5 18' . . . Movable core blank
- 20 . . . Valve member
- 22 . . . Stationary core
- 24 . . . Coil assembly
- 28 . . . Stopper
- 10 28' . . . Stopper blank
- 41 . . . Movable attraction face
- 42 . . . Stationary attraction face
- 51 . . . Abutment face
- 52 . . . Slant

FIG.1



27

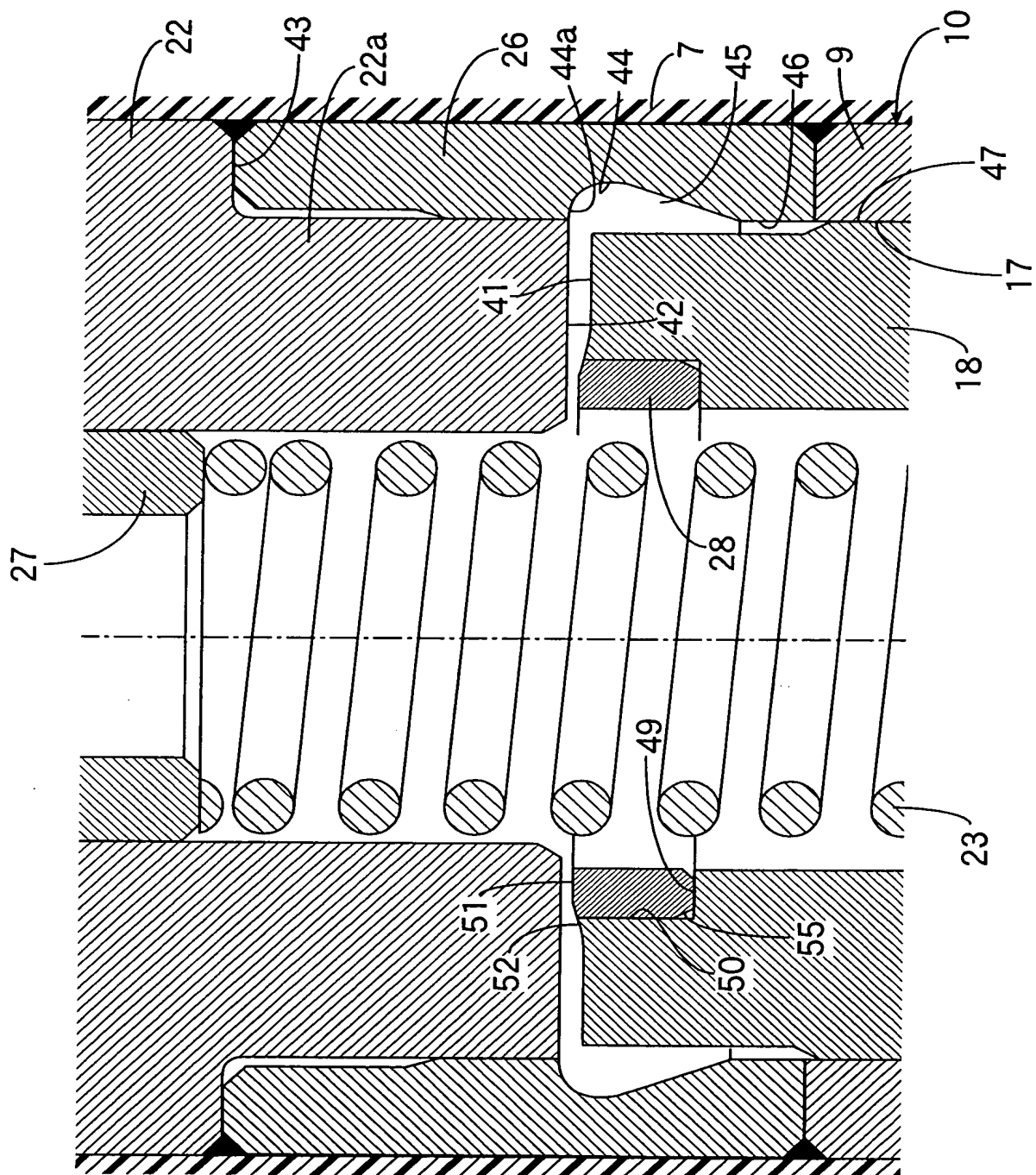


FIG.3

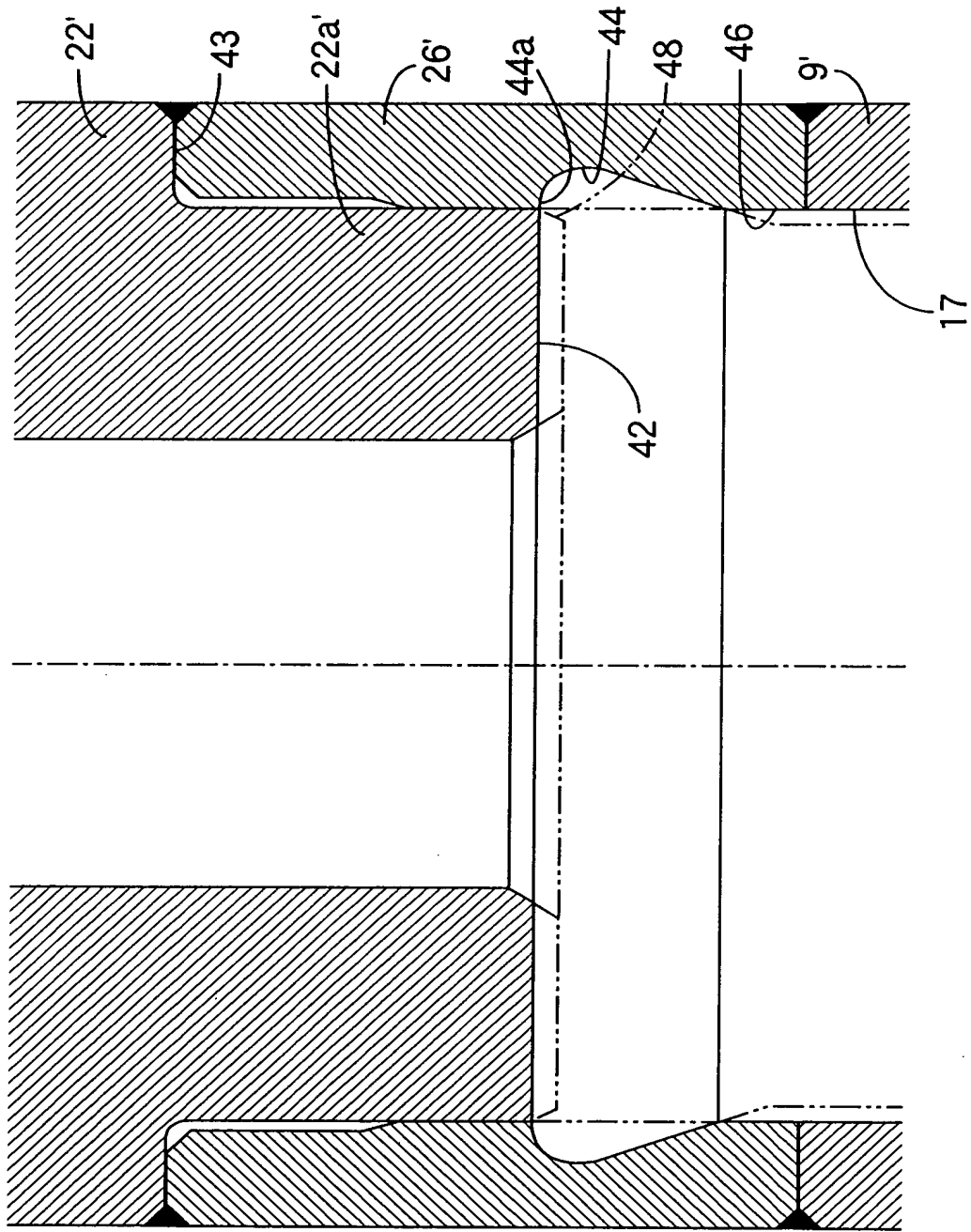
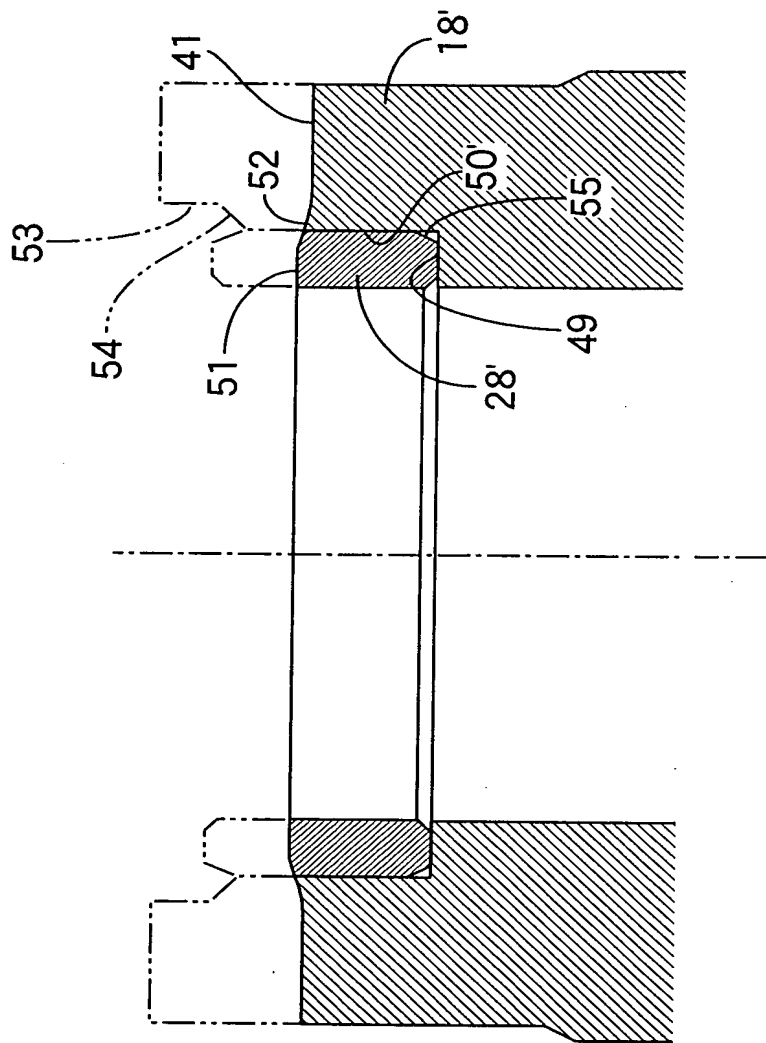


FIG.4



[TITLE OF THE DOCUMENT] ABSTRACT

[ABSTRACT]

[SUBJECT] In an electromagnetic fuel injection valve designed so that the contact of a movable attraction face at a rear end of a movable core with a stationary attraction face included at a front end of a stationary core is inhibited, the accumulation and deposition of chips and a magnetic powder are prevented, and the area of application of an electromagnetic attraction force to the movable core is increased substantially, while decreasing the number of parts and the number of assembling steps to provide a reduction in cost.

[MEANS FOR SOLUTION] A ring-shaped stopper 28 made of a material non-magnetic or magnetic weakly more than a movable core 18 is press-fitted into an inner periphery of a rear portion of the movable core 18, and a flat abutment face 51, which is disposed at a location displaced from a flat movable attraction face 41 formed at the rear end of the movable core 18 toward a stationary attraction face 42, is formed at a rear end of the stopper 28 to be able to abut against the stationary attraction face. A slant 52 is formed on an inner periphery of the rear end of the movable core 18 and an outer periphery of the rear end of the stopper 18 to continuously and smoothly connect the movable attraction face 41 and the abutment face 51 to each other.

[SELECTED DRAWING] Fig.2